

A FRIGHTFUL COLLISION.

THE NEWS EPITOMIZED.

Washington Items.

Two Trains Meet at High Speed on a Colorado Mountain Curve.

FIRE FOLLOWED THE CRASH.

Passengers Pinned Under the Wreck and Burned to Death—Many Bodies Disfigured Beyond Recognition — The Freight Supposed to Have Been "Stealing a Station" From a Passenger Train.

DENVER, Col. (Special).—Passenger train 1 of the Denver and Rio Grande Railway, which had left Denver for Salt Lake City, and an eastbound stock train of the Colorado Midland, collided on the Rio Grande Junction track a mile and a half west of New Castle at 12:15 a.m. Both trains were wrecked, eighteen persons were killed, and many others were hurt.

The identified dead are: O. S. Ostrander, engineer, freight train; R. S. Hallan, fireman, freight train; Robert Holland, fireman, passenger train; James F. Keenan, postal clerk; Charles Leeper, Clarion, Penn.; Mrs. Alexander Hartman, Heuscher, Ill.; two Hartman children; six unidentified persons burned in the wrecks.

The seriously injured are: William Gordon, passenger engineer; the Rev. Alexander Hartman, Heuscher, Ill.; J. H. Stander, Riverside, Idaho; Miss Pearl Cornell, Atsle, Oregon; Thomas Nash, Moab, Utah.

Ten other passengers received burns, scratches, and scalds, but none severe enough to interfere with their continuing their journeys.

The passenger train left New Castle west bound just an hour late and the freight was supposed to be on a siding six miles west of New Castle. It is believed that the crew of the freight train endeavored to "steal a station," but the freight train had run ten minutes over the allotted time when the collision occurred. Conductor F. E. Burbank of the freight train was arrested. He refuses to talk.

Both trains were running at full speed when the collision occurred, the locomotives telescoping with a tremendous crash and the passenger locomotive exploding immediately after striking.

A Plinisch gas cylinder under one of the coaches is supposed to have exploded, igniting the wreck, and before the injured passengers could be rescued the cars were a mass of flames. The flames spread so rapidly that little work in rescuing the passengers who were pinned down could be done. One man, shouting for aid, was rescued, but the rescuers were driven back by flames before he could be extricated, and he died in the eyes of the rescuing party.

H. P. Mannix of Victor broke open a window in the smoking car, but only to admit the flames. He made his escape through a window on the opposite side. Miss Correll was found partly out of a window with her hip dislocated, and she was rescued just in time to escape cremation. The Rev. Mr. Hartman was dragged out of a rear door, but his wife and family perished in the flames. The two express messengers escaped their way through the side of the car and escaped practically uninjured.

Now in the front coaches escaped. The sides of the car pinned down the passengers, and they perished in the flames before they could be reached. No mail and but little baggage was saved.

As in all similar accidents the locomotive men are first to lose their lives. Engineer Holland went down with his hands on the lever. Robert Holland, fireman on the lever, was so badly hurt that he died at five o'clock. Engineer Gordon of the westbound train was fatally hurt. He was found under a barb wire fence by the force of the collision.

The men of the neighboring ranch house received the news. The ranchmen did what they could to help. At least two cars of stock were wrecked, and the road was strown with bodies of dead animals.

Physicians were taken to the wreck from New Castle and from Glenwood Springs, and early in the day the injured were taken to the hospital at Salida.

Charles Leeper, one of the victims, was one of the most conspicuous men of Clarion County, Pennsylvania. Fifty years ago he walked into a Clarion a poor boy. He died worth \$500,000.

CHINESE BICYCLIST.

Michigan Laundry Man Beat White Wheelmen at a Carnival.

Foo Lee, a Chinese laundry man, of Kiles, Mich., is the first of his countrymen to win a "bike" race in the United States.

Some months ago he was persuaded to buy a bicycle, and in a few weeks was able to ride as well as any one. He accompanied American boys on long spins, and surprised them by making good his boasts to show them the way. At a carnival of sports held in Kiles he entered in one of the events, and the announcement of his entry brought an immense crowd.

In the race were entered some fast riders, but they were not "in it" with the Chinaman. He won handily.

Sporting men are trying to induce Foo Lee to give up the laundry business and devote himself to racing.

A NATURALIZATION SCHOOL.

Established in Pittsville, Penn., to Help Foreigners.

Among forty applicants for citizenship at Pittsville, Penn., was a man who stepped forward with an air of confidence when called up for examination by the court.

"Did you ever attend a school in this country?" asked Judge Bechtel.

"Yes, sir."

"What school?"

It was brought out that there was a school in Pittsville where foreigners were coached in the easiest methods of securing naturalization papers.

Irrigation of Arid Lands.

It is expected that work will be resumed in sixty days on the great Rio Verde irrigation enterprise, which is to irrigate 200,000 acres of the finest land in the Salt River Valley of Arizona. Of the 150 miles of canals that will constitute the Rio Verde irrigation system, twenty-two have been dug, and a large amount of the work, costing altogether \$200,000, has been done.

Saratoga's Floral Fete.

Over 100,000 visitors witnessed the annual fete of the Saratoga (N.Y.) Floral Association. The procession and battle of flowers were particularly attractive. In the evening 150 children danced the figure "The Realm of the Roses." A ball closed the festival.

New York Bankers Assign.

James R. Willard, Elmer Dwigging and Jay Dwigging, who compose the firm of J. R. Willard & Co., bankers and brokers, with offices in New York City, Buffalo, Washington, Philadelphia and Montreal, assigned. It is estimated that their liabilities will reach \$1,600,000.

A Farmer Who Has Prospered.

John Stellar, a Nebraska farmer, who went into debt for eighty acres of land, has raised enough wheat on it this year to clear the debt.

THE NEWS EPITOMIZED.

Washington Items.

Government employees are warned that they will be dismissed for insubordination if they seek to retain their places by injunctions.

The full text of the Japanese Government's acceptance of Hawaii's proposal to arbitrate differences was delivered to Secretary Sherman by the Secretary of the Japanese Legation.

The Government, through the Marine Hospital service, is taking every possible precaution against the spread of yellow fever from Ocean Springs, Miss.

Domestic.

RECORD OF THE LEAGUE CLUBS.
Per Clubs. Won. Lost. et. | Clubs. Won. Lost. et.
Bal. .80 33 .708 Chicago. 53 64 453
Boston. .82 35 .701 Brooklyn. 52 65 444
N.Y. 75 40 .652 Philad'a. 51 66 436
Cincinnati. 48 57 575 Pittsburg. 49 63 430
Cleveland. 57 59 .491 Louisville. 49 68 419
Wash'n. .53 61 .465 St. Louis. 27 89 233

STRIKERS SHOT DOWN.

Coal Miners Killed by Deputies in a Bloody Affair at Lattimer, Penn.

THE MILITIA WAS ORDERED OUT.

The Marchers Refused to Disperse When the Riot Act Was Read to Them—The Sheriff Thought He Was in Danger and Ordered His Deputies to Fire—Deadly Volley Followed the Order.

HAZELTON, Penn. (Special).—Twenty-two strikers were killed, thirty-six seriously wounded and nearly forty more or less injured near here Friday by deputy sheriffs, under command of Sheriff Martin. The entire region is wildly excited over the affair, and there was every indication that the deputies would be assaulted by friends of the dead and wounded.

Hazleton is in a turmoil. The streets are crowded with citizens of all classes, and are all talking of what they consider a terrible outrage. An indignation meeting was held, at which resolutions were passed denouncing the shooting of the miners, protesting against the sending of troops, on the ground that they are not needed, and demanding the prosecution of the Sheriff and his deputies. The citizens also ask that the deputy sheriffs concerned in the affair be discharged from all authority and disarmed. They say the local police force is quite competent to take care of the strikers if any disturbance occurs.

Sheriff Martin, in giving his explanation of the shooting, said: "I fully realized that the foreigners were a desperate lot and valued life at a very small figure. I also saw that parleying with such a gang of unfurated men was entirely out of the question, as they were too excited to listen to reason, and that myself and deputies would be killed if we were not rescued or if we did not defend ourselves. I then called upon the deputies to defend themselves and shoot if they must to protect their lives or to protect the property that they had been sent to guard from being demolished."

"The next second there were a few scattered shots fired into the infuriated foreigners, and a moment later the entire force of deputies discharged a solid volley into the crowd. I hated to give the command to shoot, and was awfully sorry that I was compelled to do so, but I was there to do my duty, and I did it as best I knew how and as my conscience dictated, as the strikers were violating the laws of the Commonwealth and flatly refused to obey the proclamation that I read to them."

The shooting of the miners occurred about four o'clock in the afternoon, near the village of Lattimer, a small mining town about five miles from Hazleton. A body of strikers, numbering about 250 met early in the afternoon at the Harleigh and Cranberry mines, not far from Lattimer, and, after informal meeting, resolved to march to Lattimer to induce the men to join their ranks. This has been their mode of procedure during the three weeks of the strike.

The men started about half past two o'clock for Lattimer. They were not armed in any way, all revolvers and knives having been discarded several days ago, by order of their leaders. There was not even a club among them, every precaution having been taken to prevent violence.

Two hundred yards from the Lattimer breaker they found their path blocked by Sheriff Martin and ninety of his deputies.

The strikers were marching along in orderly array, with no shouting and making no disturbance whatever. The Sheriff ordered them to stop. They obeyed his command and halted, still in orderly array and about six abreast. The Sheriff walked up to the head of the line.

"You must stop marching and disperse," he said. "This is contrary to the law, and you are creating a disturbance. You must go back. I won't let you go on to the colliery."

The leaders expostulated with the Sheriff. Finding that this words had no effect, Sheriff Martin said that he would read the riot act to them, and he proceeded to do so. Most of the strikers did not understand this, for few of them can speak English, and thinking it was some sort of warrant for their arrest, they crowded around him.

The Sheriff, however, seemed to think he was in danger, and he pushed his way out of the ring around him and tried to get back to his line of deputies. The strikers made way for him, and just as he emerged from their ranks a voice was heard shouting "Fire! Fire on them!"

The next instant the deputies had leveled their rifles, and a terrible volley was poured into the huddled mass of strikers at close range.

The effect was fearful. Dozens of men fell, and others shrieked and cried for mercy as they ran away, with many of the wounded hanging to their more fortunate comrades, moaning and crying for help, in that instant another volley was poured into them, and they fell before it heaps.

The smoke of the rifles discharged so close to them hung over them in a cloud, and for some moments concealed the terrible execution that had been done. On the outskirts of the cloud dozens of the men were seen running, and at these the deputies fired another volley. More men fell, and the lucky survivors continued running a few of the deputies fired chance shots after them. One of these struck a striker in the neck, killing him instantly.

The place was a veritable shambles. The quiet street was red with blood, and blood was on the fences and tracked into many of the houses into which the wounded had run or crawled. The road was deep in dust, and the dead and wounded were covered with it, their faces, distorted with pain, were black with it, and the hands that sought their wounds and tried to stop the flow of blood were muddy with the horrible mixture.

The residents of Latimer were quickly on the scene and did all in their power to aid the injured and dying, but confusion and disorder reigned supreme. Physicians and clergymen were quickly summoned from surrounding towns, and all assistance possible was hurried to Lattimer. The injured were hurried to the Hazleton hospital, several dying on the way. Three died after they were in the hospital.

Over a dozen strikers were killed outright, and fully forty were wounded, of whom many will die. They are Hungarians, many of whom have large families. There are now thirty-eight wounded persons at the Hazleton hospital, half of whom are likely to die. The identified dead are twelve in number.

Just after midnight the Third Brigade, General Gobin in command, was ordered to Hazleton, and the First Brigade was ordered to hold itself in readiness.

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TRAIN WRECK IN KANSAS.

One of the Worst Accidents in the History of the Santa Fe Railroad.

ENGINES EXPLODE IN A COLLISION

W. J. Bryan a Passenger—He Escapes Injury and Ministers to Those Less Fortunate Than Himself—Twelve Fellow Passengers Crushed to Death—Boilers of Three Locomotives Exploded.